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## "La Insular of America"

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FIVE  
CENT  
CIGARELECTRIC  
CARS RUN

(Continued from Page 1.)

entire current which is carried is through the one trolley wire. With an initial current at the engines of 550 volts, with all the cars running, and that on which the test was made then climbing the hill on Liliha street the voltage never fell below 250, and when the cars slowed down to allow the leading ones to mount the steepest grade the current ran up above 400. The cars are of the latest pattern, and have been universally admired by tourists who took a ride over the most westerly electric line of the Republic.

But the people who took their outing in this way have not seen all that is being done for their comfort by the company. There are now being prepared in the car barns of the company two party cars, which are to be used for the accommodation of private sightseeing parties. The cars are of the largest size and will have buffets, from which refreshments will be served along the route. In addition to these the company is building a sprinkling car, which will be kept in constant use, a car with a capacity of 3,000 gallons, which will be filled from the company's own well.

## CEREMONIES AT THE POWER HOUSE.

The ceremonies at the power house Saturday were impressive and were attended by a large body of the best people of the city. In the party which occupied the immediate vicinity of the engine, where the speeches were made were the Governor and Mrs. Dole, Mr. W. R. Castle, the venerable Mrs. Castle, Mr. and Mrs. W. W. Hall, and others, including officials of the company. The engine which was running was stopped and Mr. Ballentyne spoke as follows:

Your Excellency, Ladies and Gentlemen—It is needless to say that it affords the directors of the Honolulu Rapid Transit and Land Company a great deal of pleasure in having you present on this occasion. It is one of great importance, not only to the Rapid Transit Company, itself, but to the people of the City of Honolulu. It is, so to speak, one of the mile stones that is approached from time to time not only in the lives of individuals, but in the lives of cities and other large communities; and each one, as it is passed, marks an era of progress and advancement for the public good.

While we are well aware of the importance on the part of the public at the seeming delays which have taken place in the construction of these buildings, the equipment of this plant and in the construction of that part of the road over which the cars will run today, and over which we hope you will enjoy the ride, we can assure you, in all sincerity, that few of you have any conception of the number, and serious character of the difficulties with which we have had to contend; and we can certainly say that none of you have been more anxious for the commencement of actual operations than the directors themselves; and now that this time has approached, we are sure you will deal gently with our lapses, or at any rate give us credit for good intentions. We will ask you to continue your good will towards us, and if you will give us your assistance in the matter of future track construction, you will not only help the company, but you will advance your own interest and comfort.

From the inception of the Rapid Transit Company the one idea of high-class construction and service has been kept steadily in view, and we have no hesitation in saying, in regard to the power plant, the car equipment and roadbed, that all are of such high order that few cities in the United States can boast of better. A clean, efficient and frequent service will be maintained; in fact, such a service as we hope the residents of this city will be able to point to with pride. We realize the fact that if we wish to have the public with us we must consider favorably the public comfort and convenience, and our motto will be, "Pro bono publico."

You have kindly consented, sir, to assume the responsibility of starting this machinery in motion today, and this machinery has been done, it affords the directors great pleasure indeed to extend to you an invitation to take a run over the road with us, in order that we may have the opportunity of giving you some idea as to the class of service you will receive.

Governor Dole then spoke as follows before turning the throttle which turned the steam into the machine:

"Mr. Ballentyne, Manager of the Rapid Transit Company—I wish to say before this gathering that I believe very few of us realize what an important event this opening of this line is to Honolulu. I am sure, in my own mind that it will make Honolulu a different place to live in from what it has been heretofore, and I earnestly hope that the line will be extended according to the plan of the company without delay."

"I congratulate you, Mr. Manager, for the success with which you have pushed your operations, and I know the difficulties have been great. I have been cognizant of many of them, and I feel that it is my place to congratulate the public more heartily than I congratulate the company."

"I thank you for the honor which you have extended to me, Mr. Manager, and will be very glad to assist the company in my small way."

This completed the ceremonies, and all adjourned and took their places in the waiting cars for the ride.

Among those who made the initial trip, in addition to Manager Ballentyne, were former engineer F. J. Amey, who laid the road, Electric Engineer Barkley, who installed the machinery and the entire electrical system, and the members of the board of the company.

## THE FIRST RIDE.

At the conclusion of the ceremonies in the power house the invited guests were conducted to Alapai street, where

a train of ten motor cars was in waiting. Before half of those invited were aboard a crowd of Portuguese and Hawaiians swarmed into the cars by every means of ingress open to them and occupied the choicest seats. The management made the best of the matter and allowed all to remain. The train presented a handsome appearance, the long, tubular-shaped cars eliciting praise from everyone. These cars, handsomely painted and lettered with the full title of the company, are of a pattern, size and appearance which would win praise in any city. They were built by the American Car Company, of St. Louis, and erected here under the direction of C. E. Bartlett. Their tubular shape plays an important part in making the cars closed or open as desired. The windows can be raised upward and made to fit into the ceiling. The lower half of the side is also fitted into shutters, and fits into the ceiling in the same manner. All the cars were thrown open for the procession. Each car has twenty cane-upholstered seats. Push buttons are in the upright at every seat, and every convenience known to up-to-date trolley car operations is provided. The ends of the cars are vestibuled. Fenders of the most approved pattern are attached to every car, and the danger to life of those unfortunate enough to get in the way of a car is lessened as much as possible. Clusters of electric lights are attached to the ceilings, and electric headlights throw a shaft of light in front of a car for seventy-five or a hundred feet.

The motormen are attired in khaki uniforms, with white caps, the conductors wearing coats trimmed with white braid as a distinguishing mark. Every man was stationed at his post as the guests boarded the cars, and performed their functions with intelligence. Following were the crews of the cars in the order of the procession:

Motormen—

J. C. Bell,  
B. F. Benbow,  
John Hickok,  
H. F. Downing,  
Geo. Robinson,  
G. S. Wright,  
Chas. H. Cook,  
Oscar H. Roth,  
A. A. Sherman,  
Hugh Boyle.

Conductors—

Daniel Nicholson,  
J. H. Taylor,  
S. K. Mahoe,  
E. Dean,  
Moses Kekahio,  
F. Stream,  
Chas. Corney,  
M. B. Mac,  
C. E. Miles,  
A. H. Day.

A gala-day effect was caused by flags attached to the trolley-pole cords. Manager Ballentyne had a beautiful silk flag attached to a small standard, the gift of Will E. Fisher, which he carried during the entire trip. The Hawaiian Band occupied the front car, and at the signal for the train to start, struck up a lively air. The route was from the power house on Alapai street to Judd street, via Hotel, King and Liliha streets. The right-of-way which the company but recently acquired from Alapai street to Palace Walk, opens up a vista of country scenes which is quite refreshing. Although in the heart of the city, this stretch of the line seems as though in a woodland. When near Richards street the first stop was made, when all passengers were warned to keep their heads within the car on account of the close proximity of a stone wall enclosing Haalelea Lawn. This mark of precaution will be observed on all future trips. The cars were kept at a distance of about three-quarters of a block from each other until Liliha hill was reached, when longer intervals were taken to prevent too much strain upon the single feed wire, which supplied but 500 volts. It was thought that with the heavy loads on each car that the entire voltage would be drawn upon, but even with the steepest grades there was enough reserve to have supplied another car or two. No attempt was made to speed the cars along the route. The cars were brought to a stop just above Judd street, the track to Wyllie street not being cleared for traffic. On the return trip the cars were "let out" down Liliha streets, the brakes working smoothly. One feature of the ride was very noticeable. This was the evenness of the roadbed. Hardly a jar was perceptible, and the curves were rounded without friction. The road engineers point with pride to the curve between the Nuuanu bridge and the junction with King street. The return trip from Judd street included a run to Manoa Valley and College Hills. The cars returned to the power house, where the guests alighted and congratulated Manager Ballentyne for the successful opening of the road.

The route was lined with people who came from far and wide to witness the strange sight of the procession of a train of trolley cars through the city. The most curious were the Chinese and Japanese, who stood open-mouthed at the sight. Even patrons of tontorial establishments rushed into the streets half-shaven to catch a glimpse of the trolleys. The Asiatics looked as if they were desirous of expressing themselves in the time-worn proverb allied so closely with the electric car: "No pusher, no puller, go like—"

So great was the desire of the general public to patronize the line that instead of waiting until yesterday morning to commence actual operations, Manager Ballentyne decided to run the cars for the balance of the afternoon and evening. He made no mistake, as every car was crowded almost beyond its limit until the last car went into the barn. A harvest of nickels was reaped. It is reported of some of the Celestials that they were so much gratified with the opportunity of being propelled through the streets without the aid of mule flesh that they simply handed the conductors a dollar in each case and told him to let them ride and ride until "car pau."

Yesterday morning at 5:45 the first car left the barn and went to School street, arriving there at 6 o'clock, when the return was made to Manoa Valley. A second car departed from Manoa Valley at 6:25, and during the day the intervals of departure from each end of the line were ten minutes. The last car at night will leave Manoa at 10:55, and the last car from School street at 10:40, both going to the power house. The following is the first notice issued to the motormen and conductors by the superintendent:

The running time will be when east-bound—

From Liliha and School streets to the bridge switch, 4 minutes; from Liliha and School streets to Palace Walk switch, 9 minutes; from Liliha and School streets to Lunalihi street switch, 14 minutes; from Liliha and School streets to Wyllie street switch, 19 minutes; from Liliha and School streets to Manoa, 23 minutes.

From Manoa to Wilder avenue switch, 4 minutes; from Manoa to Lu-

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Organdies on Sale for . . . 12½c

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Limited.

Progress Block, Fort Street.

NEW GOODS  
Per Mariposa.

FRESH HAMS and BACONS,  
POTATOES, ONIONS, CEREALS,  
CANNED MEATS, PICKLES, JAMS,  
LOBSTERS, SALMON, SARDINES, OYSTERS

SALTER & WAITY, Orpheum Block,  
Fort StreetSTIRLING  
WATER TUBE BOILERS.

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There is Strength and Vigor  
IN EVERY DROP.

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RAINIER BEER.

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A new kind of sealing wax has been produced in Europe. It is contained in a glass tube, and when required for use it is sufficient to warm the cylinder in order to make the wax flow.

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is a matter that will bear looking into. In a dusty climate where the sun is a daily visitor the best of rugs fade and stain. They probably cost good money but now look shabby. Don't discard them. Bring them to our attention; we will transform them into things of beauty and restore to them much of their original splendor.

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Always useful for halls, kitchen, office use, etc. Wears long and cleans readiest. We will put it down for you in good shape.

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Of all sizes and, casting no reflection on our competitors, the best.

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King and Bethel Streets.

## A FEW NEW BOOKS

"Thou Thill I Come," by George Cheney.  
"The Marlowe," by James B. Nay.

"A Love Story of the Nineteenth," by Justin McCarr.  
"The Story of a Love," by G. B. McCutcheon.

"The Grapes of Wrath," by M. H. Nor-  
"The Gates Lift Up Their," by Payne Erskine.

"The Story of Eva," by Will Payne.  
"The Brighter Side," by Ralph Kipling.

"The Story of a Love," by Prof. A. G. Allen; 3 vols.  
"The Story of a Love," by Dora M.

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